

Memorandum

To: Chair and Commissioners

Date: March 13, 2002

From: Diane C. Eidam

**File No:
Reference Number 2.1e(2)
Action**

Ref: Project Approval Amendment to the Peninsula Corridor Joint Powers Board to Amend PA-96-32 for the CalTrain Capital Improvements Project

Issue:

Should the Commission approve the Peninsula Corridor Joint Powers Board's amended application to increase the Proposition 116 funds (PUC Section 99636 [a], [b], and [c]) on project number 3 – Passenger Car Rehabilitation by \$853,525 for a total of \$4,686,772 in Proposition 116 (PUC Section 99636) funds on this project?

Project number 3 consists of replacement of mechanical and electrical components and systems and refurbishment of car interiors on seventy-three passenger rail cars, an increase of ten passenger rail cars.

Recommendation:

Commission staff has reviewed the Proposition 116 amended application, as well as subsequent clarifications and recommends that the Commission approve the attached resolution, which would grant approval of the Peninsula Corridor Joint Powers Board's amended application to increase the Proposition 116 funds (PUC Section 99636) for Passenger Car Rehabilitation by \$853,525 for a total of \$4,686,772 in Proposition 116 funds on this project. The total project cost is \$37,466,844.

Background:

Proposition 116 (PUC Section 99636 [a], [b], [c], and [d]) authorizes \$173,000,000 to Peninsula Corridor Joint Powers Board (JPB) for CalTrain capital improvements and acquisition of rights-of-way.

In March 1995, the Commission approved PA-95-08 for the Peninsula Corridor JPB project application for the CalTrain capital improvements (ten projects) for \$20,978,450 in Proposition 116 funds.

In November 1996, the Commission approved PA-96-32 amending PA-95-08, which changed the scope of work for the previously approved San Francisco Specific Improvements component of the CalTrain Capital Improvements project (project number 7).

In February 2002, the Commission received an amended application from Peninsula Corridor JPB to increase the funds on the Passenger Car Rehabilitation component (project number 3) of the CalTrain Capital Improvements project by \$853,525. The increase in Proposition 116 funds will allow the Peninsula Corridor JPB to rehabilitate an additional ten cars for a total of seventy-three cars. The additional \$853,525 is cost savings made available from the completed Passenger Railcar Purchase project (PA-98-02), also funded through Proposition 116 PUC Section 99636. The railcar rehabilitation project includes but is not limited to replacement of mechanical and electrical components and systems and refurbishment of car interiors. The total project cost is estimated at \$37,466,844.

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The funding breakdown is as follows:

\$24,452,228	Federal
\$ 1,000,000	STIP (PTA)
\$ 3,000,000	STIP (STP)
\$ 4,686,772	P116
\$ 904,689	PVEA
<u>\$ 3,423,155</u>	Local – JPB member agencies
\$37,466,844	Total

CALIFORNIA TRANSPORTATION COMMISSION

Commission Project Application Approval Amendment
Of the Peninsula Corridor Joint Powers Board
Proposition 116 Application for the CalTrain
Capital Improvements Project

Resolution #PA-02-
Amending Resolution #PA-96-32

- 1.1 WHEREAS, in June 1990 the voters approved Proposition 116, the Clean Air and Transportation Improvement Act, for \$1.99 billion for rail and mass transportation purposes; and
- 1.2 WHEREAS, the California Transportation Commission is designated in Proposition 116 to oversee the five grant programs over the 20-year term of the Proposition; and
- 1.3 WHEREAS, Proposition 116 calls for the Commission to establish an application process and to develop and adopt guidelines to implement those programs; and
- 1.4 WHEREAS, Proposition 116 establishes as a purpose of the application process that it "facilitate implementation of improved cost-effective transit service to the maximum number of Californians and to prevent the funds provided for by this part from being spent on needlessly costly features"; and
- 1.5 WHEREAS, Proposition 116 requires applications to specify full and complete capital plans, financial plans, and operating plans, including schedules and funding sources; and
- 1.6 WHEREAS, in December 1990 the Commission adopted policy and application guidelines (#G-90-23) for the Proposition 116 rail program; and
- 1.7 WHEREAS, pursuant to Proposition 116, PUC Section 99636, and contingent upon approval by the Commission of an application for funding, \$173,000,000 shall be allocated to the Peninsula Corridor Joint Powers Board (JPB) for CalTrain capital improvements and acquisition of rights-of-way as follows:
 - (a) City and County of San Francisco -- \$13,000,000
 - (b) San Mateo County -- \$19,000,000
 - (c) Santa Clara County -- \$21,000,000
 - (d) Acquisition of rights-of-way -- \$120,000,000; and
- 1.8 WHEREAS, the Commission has established a "Hazardous Waste Identification and Cleanup Policy" (#G-91-2) which requires the applicant agency to have performed full due diligence in identifying the hazardous waste in the right-of-way and easements and properties and cleanup required, and that the State has been indemnified from cleanup liability or damages, both present and future; and

- 1.9 WHEREAS, the Commission has established a “Rail Right-of-Way Review Policy” (#G-95-09) which requires an evaluation of the applicant agency’s report on the appraisal cost and easement price of the rail right-of-way to be acquired; and
- 1.10 WHEREAS, the Commission’s policy and application guidelines (#G-90-23, Policy 33) require that in the event that a rail right-of-way project does not result in rail service by the year 2000 and the property is no longer needed, the Commission shall require that a liquidation plan be prepared by the grant recipient by January 31, 2000 for approval by the Commission to dispose of the property; and
- 1.11 WHEREAS, in March 1995, the Commission approved the Peninsula Corridor JPB Proposition 116 application requesting \$20,978,450 in Proposition 116 funds (PUC Sections 99636[a] = \$6826,150; 99636[b] = \$8,210,567; and 99636[c] = \$5,941,733) for various capital improvements to the CalTrain commuter rail service including:
1. Radio Communications (\$66,908) – add radio service to trains and other equipment while operating inside tunnels, and upgrade existing radios in locomotives.
 2. Locomotive Rebuild (\$4,153,398) – replace power assemblies, turbo chargers, traction motors, radiators and generators, and upgrade equipment to improve fuel consumption and reduce emissions.
 3. Passenger Car Rehabilitation (\$3,833,247) – replacement of mechanical and electrical components and systems and refurbishment of car interiors.
 4. New Locomotives (\$862,500) – purchase three additional state-of-the-art diesel electric locomotives to expand existing service in near term.
 5. Ticket Vending Machines (\$1,115,962) – acquisition of 55 additional machines to be installed at 27 stations as part of Phase II of conversion to self-service fare collection system.
 6. San Francisco Specific Improvements (\$1,200,000) – track rehabilitation, tunnel work and bridge replacement for specific locations within San Francisco City/County.
 7. Non-key Station Access Improvements (\$477,600) – improvements such as tactile strips, platform improvements, facilities upgrades, parking and access alterations, to provide improved access for elderly and disabled at non-key stations including Belmont, San Carlos, Burlingame, Millbrae, and Menlo Park.
 8. Station Improvement Program (\$2,268,835) – improvements such as lighting, signage, and minor ADA retrofit of facilities for Hillsdale, San Carlos, and Mountain View stations.
 9. System Upgrades (\$7,000,000) – improvements to system to promote safety, operational efficiency, and expansion of CalTrain including double crossovers, interlocked switches, third track at selected locations, centralized traffic control, intermodal facility upgrades, and pedestrian walkways and barriers.
- 1.12 WHEREAS, in November 1996, the Commission approved the Peninsula Corridor Joint Powers Board amended application deleting tunnel work from the previously approved San Francisco Specific Improvements component of the CalTrain Capital Improvements Project and added \$1,294,11 in federal funds to the overall project financial plan, with no net change to the previously approved \$20,978,450 in Proposition 116 funds; and
- 1.13 WHEREAS, in February 2002, the Commission received an amended proposition 116 application requesting an additional \$853,525 in Proposition 116 funds for the Passenger Railcar Rehabilitation Project (Item 3 above) to rehabilitate an additional 10 cars for a total of seventy-three rehabilitated passenger rail cars. The additional Proposition 116 funds were made available from cost savings from PA-98-02. The total Proposition 116 funds on the CalTrain Capital Improvements Project will increase to \$21,831,975 (PUC Sections 99636[a] = \$7,110,659; 99636[b] = \$8,495,075; and 99636[c] = \$6,226,241); and

- 1.14 WHEREAS, the Commission received clarification and supplemental information from the Peninsula Corridor JPB on the February 2002 amended Proposition 116 application, which indicated that the appropriate planning has occurred in the development of this project; and
- 1.15 WHEREAS, Commission staff has reviewed the February 2002 amended application, including all supplemental information and it appears to meet all the basic requirements as specified in Proposition 116 and the Commission's policies and guidelines.
- 2.1 BE IT THEREFORE RESOLVED, that the Commission hereby grants approval of the amended Proposition 116 application for the CalTrain Capital Improvements Project, which increases the Passenger Car Rehabilitation project component by \$853,525 to \$4,686,772 for a total cost increase to the CalTrain Capital Improvements Project to \$21,831,975 in Proposition 116 funds; and
- 2.2 BE IT FURTHER RESOLVED, that a Proposition 116 project approval by the Commission reserves the State funding within the Program, and allows project development work to be undertaken by the applicant agency, which will be subject to state reimbursement pursuant to the Commission's "Financial Guidelines for Local Agency Reimbursement" and subsequent fund transfer agreement.